

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

a. The Cancellation-and-Substitution Method

Please cancel claims 1-4 and replace them with new claims 5-8.

Claim 1(canceled)

Claim 2(canceled)

Claim 3(canceled)

Claim 4(canceled)

Claim 5 (new): An over axle suspension system for a single axle light duty trailer, said suspension system comprising:

two parallel angle iron frame rails, open to the top and inside and spaced apart wide enough to receive a box frame of said trailer and bolted to each side of said box frame;

two control arm brackets suspended from the under side of said frame rails parallel to each other with control mounting notches facing rearward;

two axle stop brackets suspended from the underside of said frame rails at a distance far enough behind said control arm brackets as to be directly over the proposed axle location, said axle stop brackets having axle stops attached to their bottom surfaces;

two air spring mounting brackets suspended from the underside of said frame rails at a distance far enough behind said axle stop brackets as to allow standard air springs to clear the axle of said trailer;

two shock absorber brackets suspended from the under side of said frame rails at a distance far enough behind said air spring mounting brackets to allow shock absorbers to clear said air springs;

two control arms having front ends and rear ends with an axle alignment feature which can receive an axle centering dowel, with said front ends pivotally mounted in said control arm brackets with polyurethane bushings and said rear ends pivotally mounted to bottom ends of said two shock absorbers which have top ends pivotally mounted to said shock absorber brackets, allowing said control arms to be essentially parallel with the bottom of said trailer when at rest;

two air springs mounted between said air spring mounting brackets and a top surface of a top plate of said control arms at air spring mounting holes;

two sets of two u- bolts overarching said axle of trailer and connecting said axle to tops of control arms; and

two cross-braces connecting and stabilizing rail assemblies attaching at the tabs located on the leading inside top and bottom edges of said control arm brackets.

Claim 6. (new) An over axle suspension system for suspension system as defined in claim 5 for a dual axle light duty trailer wherein a second set of brackets, control arms, air springs, axle stops and shock absorbers is suspended from the underside of said frame rails, spaced behind the first set such that said axle stops are centered above the second axle.

Appl. No. 10/761,945

Amdt. Dated November 10, 2005

Reply to Office Action of September 09, 2005

Claim 7. (new) An under axle suspension system for a single axle light duty trailer, said suspension system comprising:

two parallel angle iron frame rails, open to the top and inside and spaced apart wide enough to receive a box frame of said trailer and bolted to each side of said box frame;

two control arm brackets suspended from the under side of said frame rails parallel to each other with control mounting notches facing rearward;

two axle stop brackets suspended from the underside of said frame rails at a distance far enough behind said control arm brackets as to be directly over the proposed axle location, said axle stop brackets having axle stops attached to their bottom surfaces;

two air spring mounting brackets suspended from the underside of said frame rails at a distance far enough behind said axle stop brackets as to allow standard air springs to clear the axle of said trailer;

two shock absorber brackets suspended from the under side of said frame rails at a distance far enough behind said air spring mounting brackets to allow shock absorbers to clear said air springs;

two control arms having front ends and rear ends with an axle alignment feature which can receive an axle centering dowel, with said front ends pivotally mounted in said control arm brackets with polyurethane bushings and said rear ends pivotally mounted to bottom ends of said two shock absorbers which have the top ends pivotally mounted to said shock absorber brackets, allowing said control arms

Appl. No. 10/761,945

Amdt. Dated November 10, 2005

Reply to Office Action of September 09, 2005

to be essentially parallel with the bottom of said trailer when at rest;

two air springs mounted between said air spring mounting brackets and a top surface of a top plate of said control arms at air spring mounting holes;

two sets of two u- bolts under-arching said axle of trailer and connecting said axle to bottoms of control arms; and

two cross-braces connecting and stabilizing rail assemblies attaching at the tabs located on the leading inside top and bottom edges of said control arm brackets.

Claim 8 (new). An under axle suspension system as defined in claim 7 for a dual axle light duty trailer wherein a second set of control arms, air springs, axle stops and shock absorbers is suspended from the underside of said frame rails, spaced behind the first set such that said axle stops are centered above the second axle.